

SAILING DIRECTIONS CORRECTIONS

PUB 127 6 Ed 2000 LAST NM 47/02

Page 187—Lines 28 to 29/R; read:

An automatic telemetric tide gauge has been established at Booby Island. Automatic tide gauges broadcast on VHF channel 68. Tidal heights are also available from a telephone answering service (07) 4069 2821.

(Wollongong 19(592)02) 49/02

Page 194—Lines 23 to 26/R; read:

Goods Island (10°34'S., 142°09'E.) lies 0.6 mile W of Hammond Island. Tessa Head, the NE extremity of the island, rises to Hester Hill, 67m high, close SE. The NW side of Goods Island is fringed by a steep-to coral reef. A transmitting tide gauge has been established on Goods Island. Tide gauges transmit on VHF channel 68. Tidal heights are also available from a telephone answering service (07) 4069 2821.

(Wollongong 19(592)02) 49/02

PUB 160 2 Ed 2002 LAST NM 48/02

Page 46—Line 5/L; read:

(+2)) is maintained from the beginning of November through the

(BA NM 44/02, Section VI) 49/02

Page 46—Line 13/L; read:

(+3)) is maintained from the beginning of November through the

(BA NM 44/02, Section VI) 49/02

Page 110—Line 11/R; insert after:

It is also recommended that vessels should use VHF channels 11, 14, and 67, where possible, when communicating with the pilot and port stations.

(BA NP 286(3)) 49/02

Page 141—Lines 19 to 22/L; read:

anchorage or fairway lighted buoy 7 days, 72 hours, 48 hours, and 24 hours in advance. If the vessel is leaving the previous port less than 7 days prior to arrival at the terminal, the ETA should also be sent upon departure from the previous port.

(BA NP 286(3)) 49/02

PUB 175 7 Ed 2001 LAST NM 41/02

Page 90—Lines 54 to 60/L; read:

Pilotage.—Pilot boarding areas are located close E of Lighted Buoy C1 and about 5.8 miles ENE of the seaward end of the ore jetty. Pilotage is optional for inbound vessels between Lighted Buoy C1 and the boarding area ENE of the oil jetty; between this position and the berths, pilotage is compulsory. Pilotage is compulsory for all vessels within

the port area and for outbound vessels within the dredged channel. Pilotage is also compulsory for deep draft vessels needing to transit the Outer North Channel.

(BA NM 37/02, Section VI) 49/02

Page 127—Lines 15 to 16/L; read:

Regulations

All vessels bound inwards to Fremantle are to report to Port of Fremantle when crossing the reporting line.

The reporting line is drawn as a sector of an arc, extending between the coast N of Burns Rocks WSW to a position due W of Rottnest Island, with a radius of 15 miles centered on Fairway Landfall Lighted Buoy.

Vessels are required to report their confirmation of pilot requirements at either the Outer or Inner Pilot Boarding Place.

Vessels proceeding to the Inner Pilot Boarding Place or to anchorage in Gage Roads are required to indicate their intentions to use either East or West Channel.

The port of Fremantle is able to provide VTS information relating to shipping movements.

A vessel carrying explosives or other dangerous cargo shall

(Wollongong 19(603)02) 49/02

PUB 195 7 Ed 2002 LAST NM 40/02

Page 18—Line 3/R; read:

Hanko-Turku region. All ordering of pilots must be carried out through Helsinki VTS (see paragraph 2.9).

(BA NP 286) 49/02

Page 21—Lines 2 to 19/R; read:

Helsinki VTS controls pilotage for the Hanko, Helsinki, Emäsalo, and Porkkala regions. Pilotage is compulsory for vessels over 60m in length, vessels over 10m beam, or vessels with a summer load salt water draft exceeding 4.5m.

Pilotage is also compulsory for vessels transporting bulk hazardous cargo and vessels belonging to a foreign government that are not being used in commercial operations.

Requests for pilotage and an ETA should be forwarded to Helsinki VTS 24 hours in advance. Vessels should then give a confirmation, on VHF channel 13 or by telephone, 6 hours and 3 hours prior to arrival at the boarding place.

Pilots board vessels, as follows:

1. For Helsinki, Kalkkiranta, and the rest of the Harmaja region—about 2 miles S or 6 miles SSW of Harmaja Light (60°06.3'N., 24°58.7'E.).

2. For Inkoo, Kantvik, and the Porkkala region—in an area lying 2.5 miles SW of Sommaro (59°55.5'N., 24°15.5'E.).

3. For Porvoo, Tolkkinen, Kalkkiranta, and the Emäsalo region—about 2 miles WNW of Kalbadagrund Light (59°59'N., 25°36'E.).

4. For Hanko—about 1.5 miles ENE of Russaro (59°46'N., 22°57'E.) or 4 miles WSW of Ajax Light

PUB 195 (Continued)

- (59°44'N., 23°13'E.). (During bad weather—in Hanko roads).
(BA NP 286) 49/02
- Page 21—Line 34/R; read:
consists of the following three sectors:
(BA NP 286) 49/02
- Page 21—Lines 50 to 55/R; read:
25°40'E, continuing N.
3. Sector 3 is bound, as follows:
a. West limit—A line extending N to the coast from position 59°39.0'N, 22°50.4'E.
b. South limit—Inkoo 2 Light (59°53'N., 24°11'E.) to Hanko (59°39'N., 23°11'E.) and then W to position 59°39.0'N, 22°50.4'E.
c. East limit—West limit of Sector 2.
All vessels more than 12m in length should maintain a continuous listening watch on VHF channel 71, 9, or 67 when within the respective sectors of the system.
All vessels more than 20m in length should report on VHF channel 71 (Sector 1), VHF channel 9 (Sector 2), or VHF channel 67 (Sector 3) when
(BA NP 286) 49/02
- Page 23—Line 2/L; read:
5. Merholm Light.

The following are the mandatory reporting points for Sector 3:
1. Hanko—59°39'N, 23°11'E.
2. Flackgrund—59°52.1'N, 22°49.7'E.
Vessels proceeding E via Flackgrund should report to Helsinki VTS, on VHF channel 67, 20 minutes before passing Flackgrund (59°52.4'N., 22°50.4'E.).
Vessels proceeding W for the open sea are not required to report when passing Hanko.
(BA NP 286) 49/02
- through ...
(BP 177794) 49/02
- Page 132—Paragraph 39, lines 4 to 5; read:
water and therefore are not charted. In April 2002, the controlling depth was 5.6 feet in the entrance ...
(BP 177793) 49/02
- Page 140—Paragraph 27, line 3; read:
In May 2002, the controlling depth was 9.0 feet in the inlet ...
(BP 177794) 49/02
- Page 184—Paragraph 62, lines 2 to 3; read:
railroad terminal, 1.2 miles south of the jetties. In 1998-March 2002, the controlling depth was 19.4 feet in the channel, thence 20 feet in the basin, except for minor shoaling to 18.8 feet along the south edge.
(BPs 178088-89; BPs 178095-101) 49/02
- Page 190—Paragraph 192, lines 8 to 9; read:
docking area at the terminal. In November-December 2001, the controlling depth to and in the docking area was 38.5 feet. The facilities of the Portsmouth ...
(BP 178756) 49/02
- Page 200—Paragraph 41, lines 6 to 8; read:
above the entrance light. In November 2000, the channel marked by a light, buoys and daybeacons, had a controlling depth of 4.8 feet to the Coast Guard Basin, thence 5 feet in the northern half and 2.6 to 5 feet in the southern half of the basin, except for shoaling to 1.5 feet along the western edge. In January 2001, it was reported that the channel to the Coast Guard basin had a controlling depth of 3.4 feet at or near the centerline. Local knowledge ...
(BP 177899; CL 1043/02; CL 598/01) 49/02
- Page 200—Paragraph 50, line 3; read:
depths of about 36 to 39 feet at their outer ends. A **prohibited area** and ...
(CL 1081/02; BPs 177938-40) 49/02
- Page 200—Paragraph 51, line 4; read:
and 20 feet alongside the inside face and 23 feet alongside the ...
(CL 1081/02; BPs 177941-42) 49/02
- Page 202—Paragraph 84, lines 4 to 10; read:
public landing 1.5 miles above the entrance. In May-June 2002, the controlling depths were 5.6 feet in the northeast half of the channel and 5.1 feet in the southwest half of the channel, except for less than 1 foot just above Light 3 on the southwest side, thence 5 to 7 feet in the turning basin. Commerce in the harbor consists mainly of fish and shellfish.
(BP 178636) 49/02
- Page 236—Paragraph 29, lines 4 to 5; read:
mouth of the creek. In September 2001, the controlling depth was 2.6 feet across the bar channel at buoys 4 and 5; deeper

COAST PILOT CORRECTIONS**COAST PILOT 1 32 Ed 2001 Change No. 19
LAST NM 45/02**

Page 151—Paragraph 363, lines 6 to 9; read:
above. In May 2001-May 2002, the controlling depths were 2.4 feet (3.4 feet at midchannel) in the dredged entrance channel to abeam of Horton Rocks, about 1 mile above the entrance on the west side of the channel, thence 6 feet in midriver for about 1.6 miles, and thence 1.1 feet (3.2 feet at midchannel) in the upper dredged section for about 0.8 ...
(CL 1239/02; BPs 178126-32) 49/02

**COAST PILOT 3 35 Ed 2002 Change No. 19
LAST NM 45/02**

Page 128—Paragraph 32, lines 2 to 3; read:
Inlet and extends about 5 miles up **Manasquan River**. In May 2002, the controlling depth was 9.0 feet in the inlet

COAST PILOT 3 (Continued)

waters are available elsewhere in the bar channel. Depths of about 4 feet can be carried ...
(BP 177800) 49/02

COAST PILOT 3 35 Ed 2002 Change No. 20

Page 261—Paragraph 120; read:

The **Baltimore Maritime Exchange**, located at the Maritime Center, provides to its members information concerning ship movements, local harbor conditions, weather data, and various other services; the Exchange operates on VHF-FM channel 11 from 0400 to 1900, call sign WHX 654. Members are requested to contact the Association of Maryland Pilots on VHF-FM channel 11 at other than previously mentioned times; call sign KMC 290.

(CL 2000/02) 49/02

COAST PILOT 4 34 Ed 2002 NEW EDITION
(NOS) 49/02**COAST PILOT 5 29 Ed 2002 Change No. 33**
LAST NM 47/02

Page 396—Paragraph 381, line 12; read:

the NW. (See chapter 10.) An alternate route for vessels transiting between the Intracoastal Waterway and the Houston Ship Channel is marked from Bolivar Peninsula Buoy 20 to Houston Ship Channel Light 28. The direction of traffic movement is not regulated. However, in order to reduce congestion, Houston Traffic requests that this route be used for northbound-only traffic. Southbound traffic is requested to proceed south to Houston Ship Channel Lighted Buoy 26, and then turn east to Bolivar Point. Houston Traffic also requests that all vessels proceeding northbound in the alternate route conduct a securite broadcast of their intentions prior to entering into the Houston Ship Channel. The channel to Texas City is crossed at ...

(CL 2004/02; CL 1999/02; NOS 11326; LL/02) 49/02

COAST PILOT 6 32 Ed 2002 Change No. 1
LAST NM 19/02

Page 282—Paragraph 466, line 8 to Paragraph 467; read:
harbor basin, thence a dredged channel continues through the basin to the mouth of the Calumet River. The approach

channel is marked by lighted buoys and the SW limit of the outer harbor basin is marked by buoys. A Federal project provides for a depth of 29 feet in the approach channel and 28 feet in the channel through the outer harbor basin. (See Notice to Mariners and latest editions of charts for controlling depths.)

(NOS 14926; NOS 14929; CEM-Chicago/84) 49/02

Page 282—Paragraph 470, line 3 to Paragraph 472; read:
marked by a light.

A dredged channel leads from the W end of the outer harbor basin, between piers at the mouth of the Calumet River and upstream to Turning Basin No. 5, 6.06 miles above the mouth. Turning Basin Nos. 1 and 3 are on the E side of the channel 0.9 and 4.63 miles above the mouth of the river, respectively. The outer ends of the piers are marked by lights. A Federal project provides for a depth of 27 feet in the dredged channel from the mouth of the river to Turning Basin No. 5. (See Notice to Mariners and latest editions of charts for controlling depths.) In October 2001, the controlling depths were 24 feet in Turning Basin No. 1, 26 in Turning Basin No. 3, and 25 feet in Turning Basin No. 5. Several large pieces of concrete have fallen into water along the S edge of Turning Basin No. 3 and pose a potential danger to navigation.

(LL/02; NOS 14926;

NOS 14929; CEM-Chicago/84) 49/02

Page 283—Paragraph 477; read:

A dredged channel leads NW from Turning Basin No. 5 in Calumet River to Lake Calumet. A Federal project provides for a depth of 27 feet in the dredged channel. (See Notice to Mariners and latest editions of charts for controlling depths.)

(NOS 14926; NOS 14929; CEM-Chicago/84) 49/02

Page 376—Paragraph 411, lines 2 to 6; read:

a light, and a **028'** lighted range. Shoals are at the N end of the harbor and off the end of the breakwater on the S side of the harbor exit. All the aids in the harbor are private.

(40/01 CG9; LL/02) 49/02

LAST NM 46/02

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS				TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA
										TIDE	SWELL	ICE	OTHER	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL				
*40245	MELILLI OIL TERMINAL	IT	3707N	01516E	131	53212	M	OR	F	N	N	N	Y	N	A	A	01	L	Y	49/02	
40615	VASTO	IT	4207N	01443E	131	54100	S	CB	F	N	N	N	Y	N	M	H	M	01	M	Y	49/02

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